25X1 Approved For Release 2008/09/12: CIA-RDP80-00810A007100250003-6 CENTRAL INTELLIGENCE AGENCY REPORT INFORMATION REPORT CD NO. 25X1 COUNTRY DATE DISTR. East Germany 13 July 1955 Dresden-Klotzsche Construction Project SUBJECT NO. OF PAGES # 3 PLACE NO. OF ENCLS. (LISTED BELOW) 25X1 **ACQUIRED** DATE OF SUPPLEMENT TO INFO. REPORT NO. IIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENS THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 79 BY 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL TON OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED 25X1 THIS IS UNEVALUATED INFORMATION 25X1 The Bauunion Sued in Dresden took over a new construction project in 25X1 Klotzsche around mid-March 1955. that this project v 25X1 projects. During a March, the actual existence of the new project was determined. The fact that the project had the numerical designation 13 - 70 within the 25X1 Bauunion indicated that it referred to underground construction work, since all underground construction projects have the No. 13 with a suffix number, while the overground prefix No. 11. It was de order for the Bauunion the object. The following Neither the Soviet construction staff nor the VP had given the order for the special contract. A 50-cm, concrete lane for experimental purposes was to be built. h. The leading construction personnel will be tested by the cadre section. c. The construction staff was quartered on Karl-Marx-Strasse in Klotzsche. The dispatching station was Hellerau railroad station. Ing. Walter (fnu) from the Droegeheide construction project was mentioned as construction superintendent and Schulz (fnu) as business manager. Preparatory arrangements on the construction site was allegedly started in mid-March 1955 but no clear plans were as yet available. During a conference at the Bauunion Sued on 27 March it was learned that the Droegeheide construction project was turned over to Bauunion Kueste. UNCODED Preparatory arrangements statted in mid-March on site, referred to as large onstruction take a long period of tim 25X1

CLASSIFICATION

STATE

ARMY

	SACTIT - W.S. OFFICIALS VALY	
	S-E-C-R-E-T	0574
		25 X 1
, V /V	because the order for construction work was given by 2 different agencies. No. 126 was mentioned once in connection with the construction site and it was assumed that this was the number of the project. Since all project numbers under 100 and over 500 are connected with the Soviet construction meadquarters assumed that the new project was of East German, i.e. especially large runway was allegedly to be constructed from st to south-southwest. For this purpose, a large building was to be torn down. The runway was scheduled to begin approximately in line with the formef airtterminal and extend across the field to the north-northeast. Since the area was not quite level, elevation differences of up to 7 meters had to be overcome also made that a repair hangar of the former Luftkriegssch (LKS) would be crossed by the runway, which would at first	25X1
	wooded area and then through an open terrain.	05)//
ĻĴ	the new project was allegedly sponsored by the Central Committee and Ulbricht. The order for the we given by the Soviet construction staff in Terder nor the allegedly by the Office for Heavy Construction Engineer. Schwermaschinenbau). The Dresden-Klotzsche airfield was allegedly selected because of the Dresden Polytechnic Institute with a staff of experts was located nearby. No definite records were available at the Cottbus approximation bandayarters.	25X1 25X1
	construction headquarters.	
: 3.	The planned aircr in Administration) had to be divided because of aircraft engines and jet engines we former Wandererwerk in Siegmar-Schoenau near Chemnitz. For this purpose, the Wandererwerk will have to be enlarged to twice its present size. It was scheduled to enlarge the rear section so that the available railroad line would lead just the through the middle of the plant.	
1	connected by 2 tunnels. The pl plans for the entire installat done within a short time becau start on 1 October 1955. The work torce with tuning 60%	
	men and 20% women. The manufacture of the other aircraft parts and the assembly of aircraft is to be done in Klotzsche near Dresden.	25X1
4.	a 5-km-long and very wide runway is planned to be constructed in Klotzsche. A narrow-gauge field railway was laid from the Koenigsbrueck-Klotzsche railroad line to Wachberg near Ottendorf from wh	25X1
	Work has been in gravel on cars of subsequently to t	ad Beions
5. / _/	According to rumors on the Strausberg construction site of the Bauunion Sued in Dresden, workers were required for a new construction site at Dresden-Klotzsche airfield where a terunway was to be built. Since previous rumors have always become appeared probable that this rumor would also be correct.	25X1
		25 X 1
	Comment. This is the first report on Dresden-Klotzsche construction project. It is assumed that Klotzsche airfield ar Dresden will be improved for the MV 18 (circumst industry)	1
	for the HV 18 (aircraft industry) and course of the runway and time.	
		2EV4
		25 X 1
	S_F_C_R_F_T	25 X 1

Approved For Release 2008/09/12 : CIA-RDP80-00810A007100250003-6



Approved For Release 2008/09/12 : CIA-RDP80-00810A007100250003-6 INFORMATION REPORT CD NO. COUNTRY East Germany DATE DISTR. 13 July 1955 Dresden-Klotzsche Construction Project SUBJECT NO. OF PAGES 3 PLACE NO. OF ENCLS. 25X1 **ACQUIRED** DATE OF SUPPLEMENT TO INFO. REPORT NO. . THIS IS UNEVALUATED INFORMATION 25X1 The Bauunion Sued in Dresden took over a new construction project in 25X1 Klotzsche around mid-March 1955. 25X1 it was conspicuous that this project was surrounded by more secrecy than the other construction projects. During a conference at the Bauunion Sued in Dresden on 24 March, the actual existence of the new project was determined. The fact that the project had the numerical designation 13 - 70 within the Pauunion indicated that it referred to underground construction work, since all underground construction projects have the No. 13 with a sulfix number, while the overground construction projects have the prefix No. 11. It was determined that the new project was a special order for the Bauunion Sued that was kept secret in regard to the object. The following rumors were heard: a. Neither the Soviet construction staff nor the VP had given the order for the special contract. A 50-cm, concrete lane for experimental purposes was to be built. The leading construction personnel will be tested by the cadre section. The construction staff was quartered on Karl-Marx-Strasse in Klotzsche. The dispatching station was Hellerau railroad station. Ing. Walter (fnu) from the Droegeheide construction project was mentioned as construction superintendent and Schulz (fnu) as business manager. Preparatory arrangements on the construction site was allegedly started in mid-March 1955 but no clear plans were as yet available. During a conference at the Bauunion Sued on 27 March it was learned that the Droegeheide construction project was turned over to Bauunion Kueste. 25X1 2. Preparatory arrangements started in mid-Harch on the Klotzsche construction site, referred to as large airfield construction project, which would take a long period of time. Accounting work was particularly difficult S-E-C-R-R-T 25X1 CLASSIFICATION NAVY STATE NSRB DISTRIBUTION 25X1 ARMY

25X1

も (編集の名) (())はおり おいりじをは しゅ

because the order for accompanyetion work was given by 2 different agencies. No. 126 was mentioned ense in connection with the construction site and it was assumed that this wear in commercial with the Soviet construction numbers under 160 and over 500 are connected with the Soviet construction headquarters in Werder, it becaused that the new project was of fast German, i.e. MdJ concern, the especially large runway was allegedly to be constructed from north-north-seathwest. For this purpose, a large building was to be torn down. The runway was scheduled to begin approximately in line with the former air terminal and extend across the field to the north-northeast. Since the area was not quite level, elevation differences of up to 7 meters had to be overcome. Mention was also made that a repair hanger of the Carner Luftkriegsschule (Air Academy) (LKS) would be crossed by the runway, which would at first lead through a

25X1

25X1

wooded area and then through an open terrain.

25X1

the new project was allegedly sponsored by the Central Committee and Ulbright. The order for the work was neither given by the Soviet construction staff in Berder nor the MIL/VP, but allegedly by the Office for Heavy Construction Engineering (Amt fuer Schwermaschinenbau). The Dresden-Klotssche airfield was allegedly selected because of the Dresden Polytechnic Institute with a staff of experts was located nearby. No definite records were available at the Cottbes construction headquarters.

3. The planned aircraft plant of the HV 16 (Main Administration) had to be divided because of space requirements. The manufacture of aircraft engines and jet engines will be transferred to the former Wandererwerk in Siegmar-Schoenau near Chemnitz. For this purpose, the Wandererwerk will have to be enlarged to twice its present size. It was scheduled to enlarge the rear section so that the available railroad line would lead just through the middle of the plant. The two works sections were planned to be connected by 2 tunnels. The planning bureau of the VP will work out the plans for the entire installation, where expansion work will have to be work will have to be done within a short time because manufacturing work in 3 shifts has to start on 1 October 1955. The work force will amount to 5,000 including 80% men and 20% women. The manufacture of the other aircraft parts and the assembly of aircraft is to be done in Klotssche near Dresden.

25X1 a 5-km-long and very wide runway is planned to be constructed in Klotssche. A narrow-gauge field railway was laid from the Koenigsbrueck-Klotzsche railroad line to Wachberg near

Ottondorf from where gravel is to be hauled to the construction site. fork has been in progress there for about 4 weeks. After transloading the gravel on cars of the Deutsche Bundesbahn (sic), it was hauled to Klotssche and subsequently to the airfield on the spur track.

for the HV 18 (aircraft industry),

5. According to rumors on the Strausberg construction site of the Banunion Sued in Dresden, workers were required for a new construction site at Dresden-Klotzsche airfield where a concrete runway was to be built. Since previous rumors have always become facts, it appeared probable that this rumor would also be correct.

25X1

25X1 25**X**1

project. It is assumed that klotzsche airfield near Dreaden will be imp

The information on the length and course of the runway and other improvement work cannot be evaluated at this time.

Comment. This is the first report on Dresden-Klotssche construction

S-B-C-R-B-P

